department and by the Police Commissioner. There are one or two points raised by you on which I should like to say a few words. The first is in regard to a circular which you said was issued by the Police Commissioner. I believe that it is a matter which was placed before the public and the Government on a previous occasion. It was then found that it was a perfectly legal circular in spite of the Criminal Procedure Code and did not clash with the Sections of the said Code. The object with which that circular was issued was this. It is very often easy to go to a Police Station with a complaint of assault and it is very doubtful whether it is desirable that, on the basis of such a complaint, a police officer should have opportunities of interfering, say, in property disputes. Where there has been real and serious injury, the Police are taking action. The mischief that has been sought to be removed is that, when a man goes to a station and complains of assault on another man, the Police should not immediately take action without enquiring whether there has been real injury or not. I may assure you that that circular would be administered with careful reference to the interests of the public and in such a way as not to make the Sections of the Criminal Procedure Code you mentioned useless.

The other point is about license. When a man has been punished under the Motor Vehicles Regulation, you say, there must be an end of the matter. A motor driver does not cease to be capable of the offence with that one punishment. The possession of the license for driving allows him to continue driving rashly in congested places, leading to all sorts of accidents. So that, when, after a number of accidents, it is found that a driver does not improve, the best way of checking him is to cancel the license. He must not be allowed further opportunities of committing the offence. It is in that view, that is when a man becomes, as it were, a habitual offender, that the license is cancelled. Your representation will be noted.

18. Motor Licenses.

MR. A. J. WRIGHT (*Kanan Devan Planters' Association*) said that it was some years since he addressed the Assembly on the above subject. But his Association felt constrained to deal with the subject again as, in the interval which had elapsed, the number of licenses had increased so enormously that the conditions to which attention was then drawn had become greatly aggravated.

When the licenses were first required, it was not altogether wise to enact that all should fall due for renewal at the commencement of each Malabar year; for as they increased in numbers, very grave congestion was bound to occur until a position was reached when the renewal of some 8,000 licenses falling due on the same date was a sheer impossibility. Considerable delay therefore occurred in the renewal of the licenses.

It was satisfactory to note that proposals were under contemplation to alter the provision and to allow licenses to remain in force for

one year from date of issue or renewal. The change contemplated would alter the situation only very gradually, but it would bring the licensing provisions in the State into line with those in other countries.

The member then dealt with the remittance of fees by *chellans*. It was difficult and expensive to procure them in planting districts, while the planters had daily dealings with the local Post Offices where money orders might be obtained readily. In the case of the planting communities, money orders should continue to be acceptable.

The question of decentralisation of the issue and renewal of motor licenses had been under consideration at intervals for some years. Government should solve the question at as early a date as possible.

DEWAN'S REPLY: Mr. Wright. As regards the delay in the issue of licenses, as you have mentioned in your representation, a rule is being proposed by which a license instead of being valid for the current Malabar year would be hereafter valid for one year from the date of issue. That would tend to minimise delay, because all the licenses will not come up for renewal simultaneously.

Your second point is that there is difficulty in remitting money by *chellans*. I understand there is no definite rule that the payments should be by means of *chellans* alone. As a matter of fact, it is a matter of expediency to use the *chellan*. In the first place, money orders sent to the Police Commissioner reach him sometimes while he is in camp and that causes very great inconvenience to him. Secondly, if actual cash comes in, there will be possibility of misappropriation. On these two grounds, it is desirable to remit money as far as possible by means of *chellans*. Anyhow, since you have raised that point, Government will consider it.

19. Tolls.

MR. E. T. C. FARR (*South Travancore Planters' Association*) spoke about the need for the early abolition of tolls in respect of all vehicles and for the substitution of petrol tax or vehicular taxation in lieu thereof. He urged the following reasons in support of his request :—

(i) Free circulation of vehicles of all description and, in the case of motor vehicles, rapid transport were most important factors for the development of road communications.

(ii) The motor car was becoming an essential element in the general improvement of the amenities of life not only in towns but also in villages.

(iii) The number of motor buses, lorries and cars had more than doubled itself in the last three years.

(iv) The method of collecting tolls was quite out of date and the practice had been abolished in most foreign countries and in nearly all the Provinces of India, except in the case of bridges, ferries or new roads.